

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings of claims in the application:

LISTING OF CLAIMS:

Please cancel claims 1-23.

24. (new) A pneumatic connector for a horse and trailer comprises a piston and a kingpin, the piston being slidable in a housing, the housing including inlets for permanent air supply and service line air, the piston including passages for separately conveying the two air supplies to the base of the kingpin, the kingpin including passages for separately conveying the air to outlets for distribution to the trailer pneumatic system, the piston being, slidale between a first or disengaged position and a second or kingpin-engaging position upon hitching or unhitching of the horse and trailer, characterised in that upon hitching of the horse and trailer, the piston is adapted to re-direct air flow from the inlets, through the passages in the body of the piston and into the kingpin upon movement of the piston into the kingpin-engaging position.

25. (new) A pneumatic connector according to claim 24 characterised in that the piston includes vertically spaced apart circumferential inlet ports leading to discrete vertical passages within the piston.

26. (new) A pneumatic connector according to claim 24 characterised in that the piston further includes a pair of spaced apart annular grooves defining a channel therearound, in which the piston inlet ports are located.

27. (new) A pneumatic connector according to claim 24 characterised in that a plurality of inlet ports are provided for each air supply.
28. (new) A pneumatic connector according to claim 27 characterised in that ten ports are provided in the upper groove and four in the lower groove.
29. (new) A pneumatic connector according to claim 25 characterised in that two sets of passages are provided in the piston, the first being a single central passage extending from a piston inlet port to the top of the piston. and the second set comprising a plurality of passages concentrically arranged about the central passage also exiting the top of the piston.
30. (new) A pneumatic connector according to claim 29 characterised in that ten passages are arranged about the central passage.
31. (new) A pneumatic connector according to claim 29 characterised in that the concentric passages convey the permanent air supply with the central passage conveying the service air supply.
32. (new) A pneumatic connector according to claim 24 characterised in that the piston comprises an elongate stainless steel element and a ram of greater diameter at the base thereof.
33. (new) A pneumatic connector according to claim 24 characterised in that the housing includes inner connector elements for discretely transferring air from the two inlets to the piston inlet ports, the inner connector elements comprising elongated cylindrical bushes having a central bore in which the piston is slid able, and including at the upper and lower ends

thereof, flanges defining a channel between them and about the cylindrical bodies of the bushes, the channels including one or more ports extending into the central bore, providing a passage for the air from the inlets to the discrete passages within the piston.

34. (new) A pneumatic connector according to claim 33 characterised in that the separation between the air supplies is maintained by a bush locatable between the two elongated cylindrical bushes and a series of O-rings and pneumatic seals locatable between the bushes and the piston, and the bushes and the housing.

35. (new) A pneumatic connector according to claim 24 characterised in that the kingpin is dimensioned to conform with the dimensions of existing kingpins to permit retro-fitting to existing fifth wheel arrangements.

36. (new) A pneumatic connector according to claim 24 characterised in that the kingpin includes a single central passage dimensioned to register with the central passage of the piston, and five concentric passages located therearound, the central passage exiting the kingpin near the top thereof via three horizontally disposed ports and the concentric passages exiting via five similar horizontal ports located a short distance therebelow.

37. (new) A pneumatic connector according to claim 24 characterised in that the kingpin includes five concentric passages exiting via five horizontal ports.

38. (new) A pneumatic connector according to claim 36 characterised in that the upper kingpin exit ports connect the service air supply to the service pneumatic system of the trailer

with the lower exit ports connecting the permanent air supply to the permanent air system of the trailer.

39. (new) A pneumatic connector according to claim 36 fitted as original equipment characterised in that the kingpin exit ports engage a banjo coupling which comprises a modified mounting block of the kingpin, for distribution to the trailer pneumatic system.

40. (new) A pneumatic connector according to claim 36 retro-fitted to an existing 5th wheel arrangement characterised in that a banjo is fitted over the top of the kingpin with the kingpin exit ports being located at the top of the kingpin.

41. (new) A pneumatic connector according to claim 24 characterised in that the kingpin comprises high tensile, high sheer strength steel.

42. (new) A pneumatic connector according to claim 33 characterised in that the housing is divided into upper and lower sections by the piston bushes, seals and O-rings, the lower section including upper and lower ports to enable air from the horse to drive the sliding-valve connector upwards, upon engagement of the horse and trailer, and downwards upon disengagement, the lower section of the housing is being divided into two compartments by an O-ring or the like pneumatic seal located between the ports.

43. (new) A pneumatic connector according to claim 42 characterised in that the O-ring is located between the inner wall of the housing and a sleeve extending from the base of the housing to the top of the lower section, the sleeve including castellations at the top and bottom thereof to permit passage of air into and out of the compartments.

44. (new) A pneumatic connector according to claim 42 characterised in that the passage of air through the housing ports is controlled by a 5/2-way trigger valve.